



GUIDELINES FOR SELECTING SLAB REPLACEMENT LENGTHS

- EXISTING SLABS TO BE RETAINED MUST HAVE A MINIMUM LENGTH OF 10 FT.
- MINIMUM LENGTH OF A REPLACEMENT SLAB IS 6 FEET & MINIMUM WIDTH IS BETWEEN EXISTING LONGITUDINAL JOINTS OR BETWEEN A LONGITUDINAL JOINT AND PAVEMENT EDGE.
- A JOINT SHALL BE REESTABLISHED AT THE ORIGINAL TRANSVERSE JOINT LOCATION.
- AN INTERMEDIATE TRANSVERSE JOINT SHALL BE ESTABLISHED AT MID-LENGTH FOR FULL LENGTH SLAB REPLACEMENT 20 FEET OR MORE, NOT TO EXCEED 15 FEET TRANSVERSE JOINTS. (SEE GENERAL NOTE 2).
- FOR PAVEMENTS WITH SKEWED JOINTS, THE REESTABLISHED JOINTS MUST BE PERPENDICULAR TO THE LONGITUDINAL JOINTS.
- ALL REESTABLISHED LONGITUDINAL JOINTS WILL BE BUTT JOINTS WITH NO DOWELS OR REINFORCING BARS. ALL TRANSVERSE JOINTS SHALL HAVE DOWELS IN ACCORDANCE WITH THE PLAN DETAILS.
- SPACING BETWEEN LONGITUDINAL JOINTS SHALL NOT EXCEED 14 FEET.

GENERAL NOTES:

- THE ENGINEER SHALL DETERMINE WHICH SLABS TO REMOVE AND REPLACE AND WHETHER TO USE FULL OR PARTIAL SLAB REPLACEMENTS. (PARTIAL SLAB REPLACEMENTS ARE TO BE USED TO THE MAXIMUM EXTENT POSSIBLE). FOR PARTIAL SLAB REPLACEMENTS, THE ENGINEER SHALL DETERMINE THE SMALLEST LIMITS OF REMOVAL NECESSARY TO REPAIR THE FAILED AREA USING THE GUIDELINES FOR SLAB REPLACEMENT.
- WHERE A TRANSVERSE JOINT IS COMMON TO TWO NEW REPLACEMENT SLABS WHICH ARE PLACED AT THE SAME TIME, THE DOWELS SHALL BE PLACED AT $D/2$ WHERE D IS THE THICKNESS OF THE NEW REPLACEMENT SLAB (SEE PLAN DETAILS A & B). THE REQUIRED DOWEL BARS SHALL BE SECURED IN PLACE BY APPROVED SUPPORTING ASSEMBLIES CAPABLE OF MAINTAINING DOWELS IN CORRECT POSITION WITH MINIMAL MOVEMENT DURING CONCRETE PLACEMENT. ASSEMBLIES SHALL BE SECURED IN POSITION ON THE SUB-BASE IN AN APPROVED MANNER THAT WILL HOLD THE ASSEMBLY WITHOUT DISRUPTION DURING CONSTRUCTION. DOWEL BARS SHALL BE PLACED TO A VERTICAL AND HORIZONTAL TOLERANCE OF PLUS OR MINUS 1 INCH OF THE PLAN POSITION. DOWEL BAR MISALIGNMENT SHALL NOT EXCEED $3/8$ INCH PER FOOT IN A VERTICAL OR OBLIQUE PLANE. WHEN EPOXY COATED DOWELS ARE USED, THE ENTIRE SURFACE SHALL BE UNIFORMLY COATED WITH A THIN FILM OF HEAVY WEATHERPROOFING GREASE. POSITIVE MEANS OF IDENTIFYING DOWEL BAR ASSEMBLY LOCATIONS SHALL BE PROVIDED TO INSURE ACCURATE POSITIONING OF THE SAWED JOINT.
- AN INITIAL SAW-CUT SHALL BE SAWED ($1/8$ " MINIMUM WIDTH) TO WITHIN $1/2$ " - 1" OF THE TOP OF THE DOWEL BARS, WITHOUT HITTING THE DOWEL BARS. THE SAWING SHALL COMMENCE AS SOON AS THE CONCRETE HAS CURED SUFFICIENTLY TO PERMIT SAWING WITHOUT SURFACE RAVELING. THE SAWING SHALL CONTINUE, REGARDLESS OF WEATHER CONDITIONS, UNTIL COMPLETED AND BEFORE OPENING TO TRAFFIC.
- ALL SAWED JOINTS SHALL BE SEALED WITH AN APPROVED SILICONE SEALANT.

1-12-21				DEPARTMENT OF TRANSPORTATION			
				STATE OF GEORGIA			
REV. G. LINES 1,2,4,5-ADD*7				CONSTRUCTION DETAILS			
REV. GEN. NOTES 2,3-ADD*4				DETAILS AND GUIDELINES FOR			
REV. HOLE SIZE MAX TO 1 3/4"				FULL DEPTH SLAB REPLACEMENT			
REV. LOCKED JOINT DETAIL				K.L.J.			
8-5-99				SEPT. 1988			
DATE							
REVISION							
BY							
DESIGNED							
DRAWN							
TRACED							
CHECKED							